

WHAT IS CLAIMED IS:

1. A control system for a marine drive comprising a change element that changes an operational condition of the marine drive, an actuator configured to actuate the change element, a control device configured to control the actuator, an operative device disposed remotely from the control device, the operative device having a first movable member, a mechanical connecting member having a plurality of ends, one end of the connecting member coupled with the first movable member, and a signal generator configured to output a command signal to the control device, the signal generator having a second movable member, another end of the mechanical connecting member coupled with the second movable member, the second movable member moving along with the first movable member when the first movable member is operated, the signal generator generating the command signal in accordance with a position of the second movable member, the control device controlling the actuator based upon the command signal.
2. The control system as set forth in Claim 1, wherein the marine drive has an engine and a propulsion device powered by the engine, the engine has a throttle valve that regulates an amount of air to a combustion chamber of the engine, the change element is the throttle valve, and the operational condition is an output of the engine.
3. The control system as set forth in Claim 1, wherein the marine drive has an engine, a propulsion device powered by the engine, and a shift mechanism arranged to change a propulsion mode of the propulsion device, the change element being a member of the shift mechanism, and the operational condition is the propulsion mode of the propulsion device.
4. The control system as set forth in Claim 1, wherein the mechanical connecting member is detachably coupled with the second movable member.
5. The control system as set forth in Claim 1, wherein the second movable member is detachably coupled with the signal generator.
6. The control system as set forth in Claim 1, wherein the first movable member is a lever that is pivotable relative to a housing of the operative device.
7. The control system as set forth in Claim 6, wherein the signal generator has a pivotable shaft, the second movable member is a lever coupled with the shaft to pivot with the shaft.
8. The control system as set forth in Claim 1, wherein the signal generator has a pivotable shaft, the second movable member is a lever coupled with the shaft to pivot with the shaft.

9. The control system as set forth in Claim 1, wherein the signal generator is a potentiometer.

10. The control system as set forth in Claim 1 additionally comprising a second operative device remotely placed from the control device, the second operative device having a third movable member and a position sensing device, the position sensor configured to output a second command signal to the control device in accordance with a position of the third movable member, the control device being configured to control the actuator based upon either the first or second command signal.

11. The control system as set forth in Claim 10, wherein the control device has an input unit, the signal generator or the position sensing device is selectively coupled to the input unit.

12. A control system for a marine drive having an engine comprising a throttle valve that regulates an amount of air to a combustion chamber of the engine, a throttle valve actuator arranged to actuate the throttle valve, a control device configured to control the throttle valve actuator, an operative device disposed remotely from the control device, the operative device having a first movable member, a mechanical connecting member having a plurality of ends, a first end of the mechanical connecting member coupled with the first movable member, and a signal generator configured to output a command signal to the control device, the signal generator having a second movable member, a second end of the connecting member coupled with the second movable member, the second movable member moving along with the first movable member when the first movable member is operated, the signal generator generating the command signal in accordance with a position of the second movable member, the control device controlling the throttle valve actuator based upon the command signal.

13. The control system as set forth in Claim 12, wherein the connecting member is detachably coupled with the second movable member.

14. The control system as set forth in Claim 12, wherein the second movable member is detachably coupled with the signal generator.

15. The control system as set forth in Claim 12, wherein the engine is disposed on the marine drive, the signal generator is affixed to the engine or the marine drive

16. A control system for a marine drive comprising a change element that changes an operational condition of the marine drive, an actuator arranged to actuate the change element, a control device configured to control the actuator, a first operative arrangement configured to communicate with the control device, the first operative

arrangement including a first operative device disposed remotely from the control device, and a signal generator configured to output a first command signal to the control device, the first operative device having a first movable member, a mechanical connecting member having a plurality of ends, a first end of the connecting member coupled with the first movable member, the signal generator having a second movable member, a second end of the connecting member coupled with the second movable member, the second movable member moving along with the first movable member when the first movable member is operated, the signal generator generating the first command signal in accordance with a position of the second movable member, and a second operative arrangement configured to communicate with the control device, the second operative arrangement including a second operative device that has a third movable member, and a position sensing device that senses a position of the third movable member, the position sensing device configured to output a second command signal to the control device, the signal generator and the position sensing device selectively connected to the control device, the control device controlling the actuator based upon either the first or second command signal.

17. The control system as set forth in Claim 16, wherein the control device has an input unit, the signal generator or the position sensing device is selectively connected to the input unit.

18. The control system as set forth in Claim 17 additionally comprising a visual or audible indicator that indicates none of the signal generator and the position sensing device is connected to the input unit.

19. A control system for a marine drive comprising a change element that changes an operational condition of the marine drive, an actuator arranged to actuate the change element, a control device configured to control the actuator, an operative device disposed remote from the control device, the operative device having a movable member, and a signal generator configured to output a command signal to the control device, means for mechanically connecting the movable member to the signal generator, the signal generator generating the command signal in response to a movement of the movable member, the control device controlling the actuator based upon the command signal.

20. A control system for a marine drive having an engine comprising a throttle valve that regulates an amount of air to a combustion chamber of the engine, a throttle valve actuator arranged to actuate the throttle valve, a control device configured to

control the throttle valve actuator, an operative device remotely placed from the control device, the operative device having a movable member, and a signal generator configured to output a command signal to the control device, means for mechanically connecting the movable member to the signal generator, the signal generator generating the command signal in response to a movement of the movable member, the control device controlling the throttle valve actuator based upon the command signal.

21. A watercraft comprising a hull, a marine drive arranged to propel the hull, a change element that changes an operational condition of the marine drive, an actuator arranged to actuate the change element, a control device configured to control the actuator, an operative device remotely placed from the control device, the operative device having a first movable member, a mechanically connecting member having a plurality of ends, one end of the connecting member coupled with the first movable member, and a signal generator configured to output a command signal to the control device, the signal generator having a second movable member, another end of the connecting member coupled with the second movable member, the second movable member moving along with the first movable member when the first movable member is operated, the signal generator generating the command signal in accordance with a position of the second movable member, the control device controlling the actuator based upon the command signal.

22. A method for controlling a marine drive comprising selecting a first control system that mechanically transmits a movement of a first movable member to a signal generator that generates a first command signal or a second control system that has a position sensing device sensing a position of a second movable member to generate a second command signal, and controlling an actuator that actuates a change element based upon either the first or second command signal, the change element changing the operational condition of the marine drive.

23. The method as set forth in Claim 22 additionally comprising determining whether the signal generator or the position sensing device is connected to a control device that controls the actuator.